

Mails.

Mails.

To-day's Advertisements.

Business Notices.

SPECIAL SHIPMENT.

For Garden Parties, Dinner Parties, &c.

Embroidered Costumes.

TRIMMED MILLINERY. A SPECIALITY.

THE NEW 'FIFE' GAUNTLET GLOVES.

NOVELTIES in WALKING SHOES and BELTS.

CHIFFON and LISSE TRIMMINGS.

NEW GOODS BY EVERY MAIL.

4 Queen's Road & DUNDELL STREET.

Hongkong Trading Company, Ltd.,

Dressmakers, Milliners and General Outfitters. 1590

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Haiyan* leaves for Coast Ports.

Noon.—English Mail leaves for Ports of Call and Europe.

3 p.m.—*Ardley* leaves for Shanghai, &c.4 p.m.—*May* leaves for Shanghai.

Pembrokeh's leaves for Japan.

Miscellaneous.

Goods per Steamer *Yangtze* unclaimed after Noon subject to rent.Goods per *Aiglas* undelivered after this date subject to rent.Goods per *Chelyra* undelivered after this date subject to rent.

General Memoranda.

FRIDAY, August 21.—

9 p.m.—Meeting of British Mercantile Marine Officers' Association.

SATURDAY, August 22.—

Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation at the City Hall.

Goods per *Glenartney* undelivered after this date subject to rent.

MONDAY, August 24.—

9 p.m.—Meeting of Shareholders of the H.K. & W. Dock Co., Ltd.

TUESDAY, August 25.—

Goods per *Embricrate* undelivered after this date subject to rent.Goods per *Yorkshire* undelivered after this date subject to rent.

FRIDAY, August 28.—

Issuing of Dividend Warrants of The China Sugar Refining Co., Ltd.

MONDAY, August 31.—

4.30 p.m.—Meeting of Shareholders of The Steam Launch Co., Ltd., at No. 2, Pedder's Street.

TUESDAY, September 16.—

Tenders for Purchase of \$500,000 in 6% Mortage Debentures of \$250 each of The H.K. & Kowloon Wharf & Godown Co., Ltd., to be sent to the Company's Secretary.

BY APPOINTMENT
A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
AERATED WATERS.

OUR New Factory has been recently

refitted with automatic Steam Ma-

chinery of the latest and most approved

kind, and we are well able to compete in

quality with the best English Makers.

The purest ingredients only are used,

and the utmost care and cleanliness are

used in the manufacture throughout.

LARGE BOMBAY SODAS.

We continue to supply large bottles

at half the price of Extra Large, to

those of our Customers who prefer to have

them to the ordinary size.

OAST PORT ORDERS,

whenever practicable, are despatched by

first steamer leaving after receipt of order.

For COAST PORTS. Waters are packed

and placed on board ship at Hongkong

prices, and the full amount allowed for

Packages and Empties when received in

good order.

Counterfoil Order Books supplied on

application.

Our Registered Telegraphic Address is

DISPENSARY, HONGKONG

And all signed messages addressed thus

will receive prompt attention.

The following is a List of Waters always

kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALTZER WATER

LITHIA WATER

SARSAFARI WATER

TONIC WATER

GINGER ALE

GINGERADE.

No Credit given for bottles that are dirty

or greasy, or that appear to have been used

for any other purpose than that of containing Aerated Water, as such bottles are

never used again by us.

A. S. WATSON & Co., Ltd.

2291 Hongkong, China, and Manila.

MARIAGE.

At St. John's Cathedral, on the 19th

August, by the Rev. Douglas Hamilton

ALFRED E. MAY (Master Head Master,

Winton College), MARY E. WARD (late

Head Mistress of the Government Central

School for Girls, Hongkong).

The publication of this issue commenced

at 7.10 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 19, 1891.

The session of the Legislative Council just

brought to a close has been one of the

longest on record, having continued from

the beginning of October to the middle of

August. Its productiveness has not been

proportionate to its length. The session

may conveniently be divided in two

sections. The first section extending

from October 16 to the end of the year

was held under the presidency of Mr. Fleming and was mainly devoted to the discussion of the estimates and the

various questions arising therefrom.

During the greater part of the second section

Governor Des Voeux presided, and while

he was here the time of the Council was

consumed in heated wrangling about the

military contribution and official

salaries. It is much to be regretted that the outcome of these debates

has been practically nil. The unofficial

members, instead of making a bold stand

against the principle of holding a Colony

responsible for the whole of the money ex-

pended in its defence—a thoroughly inqui-

ous principle in the case of Hongkong,

whom only defend works are mainly the

outcome of the Imperial position in the Far

East—wasted their energies to complaints

about the non-departure of additional troops

and their complicated the issue by dragging

in the salaries question, with the result that

their unity was destroyed and the relation

to the Imperial demands ignominiously

collapsed. We hope when the estimates for

next year are introduced that a wise

and more lenient policy will be pursued.

It is needless, we fear, to fight longer against

the £40,000 levy. The future efforts of the

officials ought to be directed rather towards

curbing the pretensions of the military auth-

orities, who seem to look upon the Colony

as primarily existing for their benefit.

The census report shows that the population

of the Colony has greatly increased dur-

ing the last decade and that its revenue has

increased at a still higher rate, being 57 per

cent, more than in 1881. We will not say

that this last feature is so entirely satis-

factory as is generally supposed. Taking into

account the fact—singularly overlooked by

the Imperial authorities—that the bulk of

the population consists of coolies who con-

tribute next to nothing to the revenue, it will

be found that the rate of taxation in Hong-

kong is very heavy. The disproportion-

ate increase of revenue shows that the levy per

head of the population is higher than it was

ten years ago, and we doubt if the mar-

gin of profit and the rate of wages has cor-

respondingly increased. The accounts for

this year will show a decline in revenue

owing to the fall of rents—a beneficial fall

and in framing the estimates for next

year a reduction in the opium return will

likely have to be taken into account.

Despite, therefore, Mr. Lockhart's gloomy

report, the financial situation of Hongkong

is not such as to warrant an increase of

taxation to meet fresh military

exactions. The interests of Singapore

have been boldly championed by its Gov-

ernor, and we trust our local officials will

turn their eyes for a while from Downing

Street and the fancies likely to be received

therefrom and co-operate with the officials

in the endeavour to curtail expendi-

ture. The trade and population of the

colony are increasing, but at the present

moment the proportion of borrowed capital

by which the trade is carried on is abnor-

mally large, and the consequence is that a

considerable share of the produce goes out

for revenue purposes.

In the latter part of the session the Coun-

cil endeavoured to overtake the arrears of

work and succeeded in passing several use-

ful measures. But the most important

bill—the Bankruptcy Bill, the Merchant

Shipping Bill, and the Opium Bill,

are still in suspense. Several of the

ordinances that have been passed met

with strong opposition, but the Govern-

ment persevered with them, and we are

surely entitled to justify their conduct.

The Gambling Ordinance has already prov-

ed its efficiency. The great evil of gam-</

alarms at Bangkok. By the aid of subversive newspaper correspondents the alarm was transmitted to England, and the Standard appeared with alarming telegrams about French aggression on Siam, the object evidently being to induce England to oppose the advance of the French. The alarmist telegrams created a little excitement and led to a question on the subject in the House of Lords. In reply, Lord Salisbury made a very important statement. He declared that the position of Siam interested England and France alone—a statement which sweeps away all German pretensions. He hoped the independence of Siam was as dear to France as to England, and of course said he had no knowledge of the alleged aggression. One will not have much difficulty in reading between the lines of this reply Lord Salisbury's conviction that England and France can find an amicable solution of the Siamese problem.

Now, what is the nature of that problem? The Laos tribes in the valley of the Mekong seem to have been at certain periods independent, at others dependent on Siam and at others dependent on Annam, their position varying according to the fortunes of their more powerful neighbours. It may even have happened that certain of the tribes paid tribute to both at one time—a state of affairs not uncommon among uncivilized peoples. The Annamese, or rather the French who control the foreign affairs of that country, contend that the tribes on the Eastern bank of the Mekong paid tribute to Annam up to the time of the recent troubles, when the kingdom of Annam was shaken to its foundation by the French invasion. Profiting by these troubles, the Siamese strengthened their authority and quite recently sent troops into certain parts of the disputed region. They also have, an agent in Luang Phrabang, to whom the title of resident is generally given. As far as history throws light on the subject the claims of Annam (that is France) and Siam seem equally balanced. But there is a higher arbiter than history. Whatever may be said about the power of the Siamese people to work out their own salvation, it is quite plain that they are unable to rule an outside people. Any attempt to do so would endanger the independence of the kingdom itself. It is to the interests of the world that the work should be undertaken by a power capable of performing it. French activity therefore in the Luang Phrabang district need raise no jealousy or ill-feeling in the breasts of right-thinking Englishmen. We cannot gobble up the whole world; and unless our interests are directly prejudiced we ought to welcome the extension of the influence of any civilised power. We have no doubt the British Government will be able to make arrangements with the French Government for the adjustment of the frontiers of Burma and Annam so as to provide for the effective control of all the Laos and Shan states. And if in drawing up the arrangement Lord Salisbury could persuade the French to abandon their self-destructive protectionist policy in these distant regions, we might view with greater pleasure the progress of French power. The great superiority of English conquest to French conquest lies in this, that the English possessions are, as far as commerce is concerned—and that is the great concern—the world's Colonies. In no colony or possession where flies the British flag are there any differential duties in favour of the mother country. We invite the world to come and trade wherever we open the way. In future covenants with France it would be well for the world and for France herself, if similar freedom of commerce were stipulated. Be that as it may, there need be no cause of bickering and jealousy about the small Laos country, the riches of which have been greatly overestimated; and it is to be hoped our English and French contemporaries will stop the flow of vitriolic language, the only effect of which is to estrange two peoples on whose friendly co-operation the progress of the Far East greatly depends. As to Siam itself, every chance will doubtless be given the present rulers to show their capacity to govern the country; but as the Chinese element increases, we are afraid that, despite railways, and perhaps even in consequence thereof, the task will prove too great for the Siamese princes unaided. Siam, wedged in between too energetic powers like France and England, is in quite a different position to India. Buffer states may serve a useful purpose for a time, but they are bound eventually to be swallowed up. And when the time comes for 'protecting' Siam; we feel sure that the English and French Government will easily find a means of amicably adjusting their claims—an adjustment which may be facilitated by a yet larger one due to the decomposition of the Chinese empire.

Madras David Sesson Sons & Co. inform us that the a.s. Japan, from Calcutta, left Singapore for that port to-day.

Mr. Superintendent of the P. & O. S. N. Co. informs us that the Co.'s a. s. Venetia left Singapore for this port on the afternoon of 18th instant.

THE M. C. & S. S. S. S. with the French Mail of 24th July, left Singapore on Wednesday the 19th inst. at 5 a.m. and may be expected here on or about Wednesday the 26th instant. This packet brings replies to letters despatched from Hongkong on 17th June.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']
(Via Southern Line.)

COMPENSATION CLAIMED.

LONDON, Aug. 17.—England and France are pressing China for indemnity to the sufferers through recent riots.

ADDITION TO THE AMERICAN SQUADRON.

The U. S. Man-of-war *Charleston* has left for China.

[The *Charleston* is one of the vessels recently built by the U. S. Government. She is a fast, powerful boat, heavily armed. Her last work was chasing the *Chilian* (*Italo*.)]

ARRIVAL OF THE CZAREWITCH.

The Czarewitch has reached Moscow.

(From Singapore Papers.)

CHILI AND BOLIVIA.

LONDON, Aug. 8.—It is reported that Chile intends to declare war against Bolivia, in consequence of the latter having recognisised the Chilean insurgents as belligerents.

THE FRENCH EXPEDITION IN AFRICA.

LONDON, 10th August.—The report is June last that the French expedition in Africa had been massacred is now confirmed.

[The expedition had started under the leadership of a travelling man Champon to explore the regions around Lake Tchad, within the sphere of French influence. The lake lies in the Central Sudan in about 13° N and 14° E. The report now partly confirmed stated that he and his party had not only been killed, but had been devoured by cannibals.]

DISASTER IN RUSSIA.

It is reported that a terrible famine is inevitable in Russia; at the present time the peasants are eating boiled grass.

INFLUENZA AT MOSCOW.

Influenza is raging at Moscow; about five hundred fresh cases are reported daily.

LOCAL AND GENERAL.

PASSED SUZI CANAL.

OUTWARD ROUND.—*Olenander*, June 16; *Windsor*, 23; *Amara*, 26; *Aurora*, July 3; *Crown of Aragon*, 4; *Glenfarne*, 4; *Brook*, 10; *Glengarriff*, 11; *Glenesk*, 12; *Melville*, 17; *Hawke*, 21; *Dove*, 24; *Colville*, 24; *Armenian*, 25; *Chingon*, China, 28; *Burdens*, Glenfarne, Oceanic, 28; *Glenfarne*, 31; *Hector*, Aug. 4.

THE a. s. *Empress of India*, with the Canadian Mail, left Shanghai on Monday, the 1st inst., at 10 p.m., and may be expected here on or about Thursday, the 20th inst.

The O. & O. Co.'s a. s. *Belis*, with the American Mail of July 30th, left Yokohama on Tuesday, 18th inst., at daylight, and may be expected here on or about Sunday, the 23rd inst.

The M. C. & S. steamer *Sydney*, June 30, *Oceania*, July 14; *St. Petersburg*, 21; *Edessa*, 21; *Archiles*, *Brindisi*, *Glorious*, *Monmouthshire*, *Paisley*, *Pathan*, *Pintos*, 24; *Hezepia*, 24; *Calabria*, 25; *Bayern*, *Sardonia*, 31; *Polyphemus*, Aug. 4.

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THE CHINA MAIL.

No. 8912 AUGUST 18, 1891

Mails.
CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.
PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION)
Empress of China | Tuesday | 1st Sept.
Empress of India | Tuesday | 22nd Sept.
Empress of Japan | Tuesday | 13th Oct.
THE R. M. S. EMPIRESS OF CHINA,
5,700 tons displacement, 1200 H.P.,
E.N.S., sailing at NOON on THURSDAY,
the 1st September, with Her Majesty's Mail,
will proceed to VANCOUVER, via SHANG-
HAI, INLAND SEA, KOBE and YOKO-
HAMA.

RAVES OF PASSAGE.
(In Mexican Dollars).
From HONGKONG, FIRST CLASS.

TO	One Way Fares	Prepaid Return Fares	4 Mo.	12 Mo.
Vancouver, Victoria, Es- quimalt, New West- minster, B.C.	225	338	394	
Port Townsend, Seattle, Tacoma, Wash.	255	388	487	
Portland, Ore., San Fran- cisco, Calif.	275	418	482	
Buffalo, Calgary Alba	255	388	487	
Winnipeg, Man.	275	418	482	
Minneapolis, St. Paul, Du- luth Minn.	285	428	493	
Chicago, Ill., Kansas City,				
St. Louis, Mo.	295	443	517	
Milwaukee, Wis.				
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.				
Hamilton, London, Toronto, to, Ont.	305	458	534	
Buffalo, Niagara Falls N.Y.				
Kingston, Ottawa, Ont.				
Montreal, Quebec, Que.				
New York, Albany, Troy, Rochester, N.Y.				
Baltimore, Md., Philadel- phia, Pittsburgh, Pa.	310	460	543	
Washington, D.C., Boston, Mass., Portland Me.				
Halifax, N.S., St. John, N.B.				
Liverpool, and London via Liverpool	325	575	650	
Paris via Liverpool and London	345			
Hamburg, via Liverpool	345			
Bremen, "	345			
Hamburg, "	345			
2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steer- age Fares and Rates to other places, quoted on application.				
The Steamers call at Victoria to land and embark Passengers.				
Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarkation at Vancouver.				
Passenger Tickets granted to Eng- land, France, and Germany by all trans- Atlantic lines of steamers.				
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.				
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.				
CONSUMABLE INVOICES OF GOODS FOR UNITED STATES POINTS SHOULD BE IN QUADRUPLE; AND ONE COPY MADE TO BE SENT TO THE STEAMER, OR TO THE CARE OF D. H. BROWN, ASSIST- ANT GENERAL FREIGHT AND PASSENGER AGENT, CANADIAN PACIFIC RAILWAY COMPANY, VAN- COUVER, B.C.				
PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.				
For further information to Passen- ger and Freight, apply to DODWELL, CARLILL & CO., Agents.				
Hongkong, August 17, 1891.	107			

**Occidental & Oriental Steam-
ship Company.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG,
Belgic, Thursday, Sept. 3.
Orion, Saturday, Sept. 26.
Tuesday, October 20.

THE Steamship BELGIC will be
despatched from San Francisco, via
Yokohama and Honolulu on THURSDAY,
3rd September, 1891, at 1 p.m., connection
being made at Yokohama, with
Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Es-
quimalt, New Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O.

To Liverpool and London.....\$325.00

To Paris and Bremen.....\$345.00

To Hamburg and Bremen.....\$355.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China or
Japan, and to Government officials.

Passenger by the Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Return Tickets.—First Class.—Prepaid
return ticket to San Francisco will be
issued in following rates:

4 months.....\$337.50

12 months.....\$393.75

Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

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Stocks

No. of Shares.

Value

Paid-up.

Closing Quotations,
last.

Aug. 19.

Aug. 19.